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is an open forest, traversed by Indians in ten or twelve days during winter, and but little difficulty would be experienced in carrying the wires across the land—very much less than through the dense pine-forests on the south coast of Newfoundland, where the wires are constantly being blown down.

Tenth Meeting, April 10th, 1865.

SIR RODERICK I. MURCHISON, K.C.B., PRESIDENT, in the Chair.

PRESENTATIONS.—*S. S. Hill, Esq.*; *M. C. Vincent, Esq.*; *Mr. Alderman Gibbons*; *W. B. D'Almeida, Esq.*

ELECTIONS.—*J. R. Aldom, Esq., M.A., PH. D.*; *Major J. P. Briggs*; *Frederick Izard, Esq.*; *Thos. Lampray, Esq.*; *Rev. Matthew Macfie*; *Edward Tyer, Esq., C.E.*; *M. C. Vincent, Esq.*

ACCESSIONS TO THE LIBRARY.—‘*Travels in Peru and Mexico*’ (2 vols.), by *S. S. Hill, Esq.* ‘*Travels in Siberia*’ (2 vols.), by *S. S. Hill, Esq.* Both works presented by the Author. Continuations of ‘*Journals*,’ ‘*Transactions*,’ &c.

ACCESSIONS TO THE MAP-ROOM.—South America: *Kaart van de Kuste van Gujana van Cajenne tot Demerary mit bijzondere plans van de Rivieren Suriname, Coppename, Corentjin en Nickerie* Lieut. T. Vos, Amsterdam, 1845, with a book. America: *Tracing of part of Greenland coast, extending from Cape York to Hakluyt's Island, drawn by Kalahievora (alias Erasmus York), partly from his own observations and partly from report.* *Ubersicht der in Petermann's Geograph. Mittheilungen 1855 bis 1864, enthaltenen Karten.* A. von Petermann. London: *Meteorological Diagram, showing the daily elements throughout the year 1864,* by C. O. F. Cator. Switzerland: *Sheet 13 of Dufour's Atlas, 1864.* Germany: *Karte von dem Grossherzogthume Hessen, Section Darmstadt.* R. Ludwig.

The first Paper was the following :—

1. *On the Climate of the North Pole and on Circumpolar Exploration.*
By W. E. HICKSON, Esq.

THE object of the author was to prove, by the known direction of the isothermal lines of the globe, and the favourable position of the polar areas with regard to the sun owing to the inclination of the earth's axis and its diurnal motion, that the still prevalent notion of a maximum of cold at the Poles was quite erroneous. Distance from the Equator is not an accurate measure for cold, as

the Equator itself is not a parallel of maximum heat. Sir David Brewster pointed out, as long ago as 1821, the probability of the thermometer being found to range ten degrees higher at the Pole than in some other parts of the Arctic circle, and this opinion has not been invalidated by any facts subsequently discovered. The summer climate must there be far more equable than that of the North Temperate zone, and although the polar winter may be correspondingly equable in its severity, it will be rather a prolonged evening than a six months night, owing to the moon, when at the full, never setting and the skies being irradiated by the Aurora borealis. The Paper concluded by a stirring appeal for the resumption of Arctic enterprise on the route attempted by Parry in his Spitzbergen voyage, showing how, with the advantages of steam-power and accumulated experience, the attainment of the Pole was not a matter of great difficulty even by the gunboats of Her Majesty's navy, two or three of which might annually be sent to cruise about on the edge of the pack, with orders to run in for the Polar Sea should an opening in the ring of pack-ice opportunely present itself.*

The second Paper was—

2. *On the best Route for North Polar Exploration.* By C. R. MARKHAM, Esq., Secretary R.G.S.

THE exploration of the North Polar Region is a great object—an object worthy of the advocacy of this Society—most worthy of achievement by England's navy. We are all agreed upon this point. Here there is no divergence of opinion. But there happen to be two roads to the Polar Region, and it is most important that their respective merits should receive full and careful consideration.

In selecting a route for North Polar Exploration it is above all things necessary that it should be one which offers a reasonable assurance of attaining numerous valuable scientific results, besides examining an extensive area in the direction of the Pole. It can be shown that the scheme of exploration proposed by Captain Sherard Osborn indisputably secures these ends; and I submit that no other should be substituted for it, unless it offers equal advantages.

The second route, that by the Spitzbergen Seas, is advocated by General Sabine, Sir Edward Belcher, Admiral Ommanney, and Captain Richards. It was originally proposed by the President of

* This Paper will be printed entire in the Journal.